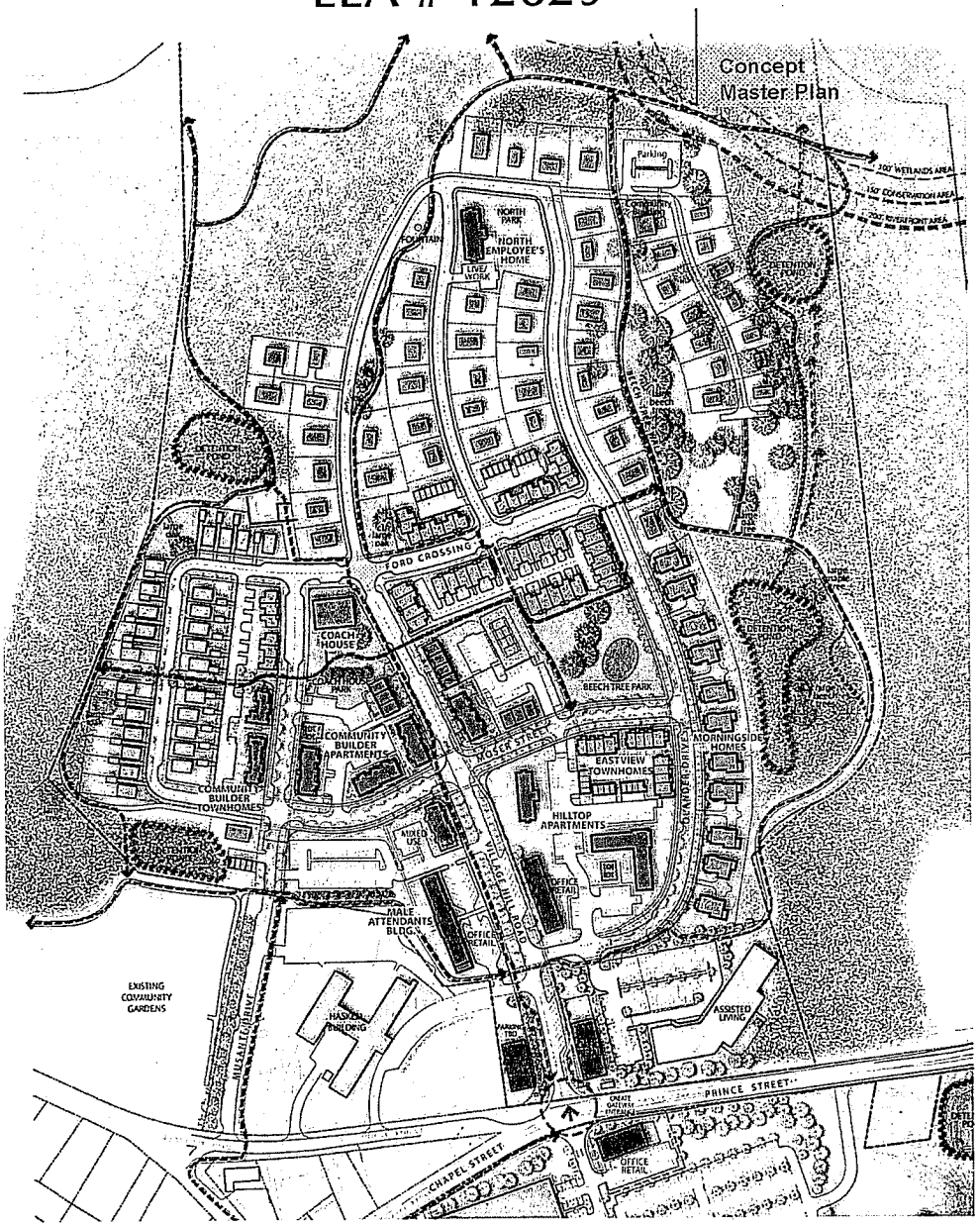
NOTICE OF PROJECT CHANGE

Village Hill, Northampton

EEA # 12629



Prepared for:
Hospital Hill Development, LLC

Managing Member:
MassDevelopment
160 Federal Street
Boston, Massachusetts 02110

Member:
The Community Builders, Inc.
322 Main Street
Springfield, Massachusetts 01105

Prepared by:
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, Massachusetts 01754

In Association with:
Tighe & Bond
53 Southampton Road
Westfield, Massachusetts 01085

March 1, 2010

Epsilon
ASSOCIATES INC.

Epsilon
ASSOCIATES INC.

March 1, 2010

Secretary Ian A. Bowles
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office, EEA #12629
100 Cambridge Street, Suite 900
Boston, MA 02114-2524

Subject: Notice of Project Change, EOEA 12629
Village Hill, Northampton, Massachusetts

Dear Secretary Bowles:

On behalf of Hospital Hill LLC, through its managing member Massachusetts Development Finance Agency (MassDevelopment), enclosed please find a Notice of Project Change (NPC) for Village Hill, Northampton. The project change relates to the modification of the Memorial Campus Master Plan to reduce office, light industrial, and retail square footage and to increase the number of dwelling units.

In accordance with Section 11.10(6) of the MEPA regulations (301 CMR 11.00), we are requesting a finding that the project change is insignificant. Should you determine, however, that the impacts of the change may be greater than insignificant, please notice the NPC in the March 10, 2010 *Environmental Monitor* to commence public review. The public and agency comment period would extend until March 30, 2010, and the issuance date for your Certificate on the NPC would be April 9, 2010.

By copy of this letter, I am advising recipients of the NPC that written comments may be filed during the comment period and sent to the address above.

Copies of the NPC may be obtained from Ms. Corinne Snowdon at (978) 897-7100, e-mail csnowdon@epsilonassociates.com.

Thank you for your attention to this matter.

Sincerely,

EPSILON ASSOCIATES, INC.

Laura E. Rome
Principal

Attachment

Cc: Recipients of the NPC
Ms. Elizabeth Murphy, Project Manager, MassDevelopment

3 Clock Tower Place, Suite 250
Maynard, MA 01754
www.epsilonassociates.com
978 897 7100
FAX 978 897 0099

NOTICE OF PROJECT CHANGE

Village Hill, Northampton
EEA # 12629

Prepared for:
Hospital Hill Development, LLC

Managing Member:
MassDevelopment
160 Federal Street
Boston, Massachusetts 02110

Member:
The Community Builders, Inc.
322 Main Street
Springfield, Massachusetts 01105

Prepared by:
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, Massachusetts 01754

In Association with:
Tighe & Bond
53 Southampton Road
Westfield, Massachusetts 01085

March 1, 2010

Village Hill, Northampton
Notice of Project Change
Table of Contents

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs ■
MEPA Office

NPC

For Office Use Only *Executive Office of Environmental Affairs*
MEPA Analyst:
Phone: 617-626-

Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

Project Name: **Village Hill, Northampton**		EOEA #: **12629**
Street: **Route 66 (Chapel Street/West Street/Earle Street)**		
Municipality: **Northampton**	Watershed: **Connecticut River**	
Universal Tranverse Mercator Coordinates: **4687000.886 northing, 693927.556 easting**	Latitude: **42° 18′ 40″ West** Longitude: **72° 38′ 49″ North**	
Status of project construction: **30** %complete		
Proponent: **Hospital Hill Development LLC**		
MassDevelopment **160 Federal Street** **Boston, MA 02110**	**The Community Builders, Inc.** **322 Main Street** **Springfield, MA 01105-2408**	
Name of Contact Person From Whom Copies of this NPC May Be Obtained: **Corinne Snowdon**		
Firm/Agency: **Epsilon Associates, Inc.**	Street: **3 Clock Tower Place, Suite 250**	
Municipality: **Maynard**	State: **MA**	Zip Code: **01754**
Phone: **978-897-7100**	Fax: **978-897-0099**	E-mail:**csnowdon@epsilonassociates.com**

In 25 words or less, what is the project change? The project change involves . . .
Modification of Memorial Campus Master Plan to reduce office, light industrial and retail square footage, and increase the number of dwelling units.

Please see full project change description beginning on page 3.

Date of ENF filing or publication in the Environmental Monitor: 10/24/01

Was an EIR required? ☒Yes ☐No; if yes,
was a Draft EIR filed? ☒Yes (Date: 05/07/03) ☐No
was a Final EIR filed? ☒Yes (Date: 10/07/03) ☐No
was a Single EIR filed? ☐Yes (Date:) ☒No
Phase One Report: filed 05/08/02
Have other NPCs been filed? ☒Yes (Date(s): 08/24/02; 04/11/06); 06/11/08 ☐No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **"ATTACHMENTS & SIGNATURES"** on page 9.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed:

There is no new application for a permit. The Project remains consistent with the earlier MEPA filings, which anticipated that Hospital Hill Development (HHD) would seek out qualified developers and transfer land to them.

Are you requesting a finding that this project change is insignificant? (see 301 CMR 11.10(6))
☒Yes ☐No; if yes, attach justification.
Please see discussion in Project Description (b) and (c).

Are you requesting that a Scope in a previously issued Certificate be rescinded?
☐Yes ☒No; if yes, attach the Certificate

Are you requesting a change to a Scope in a previously issued Certificate? ☐Yes ☒No; if yes, attach Certificate and describe the change you are requesting:

Summary of Project Size & Environmental Impacts	Previously reviewed (DEIR, FEIR, July 2008 NPC)	Net Change	Currently Proposed
LAND			
Total site acreage	124	0	124
Acres of land altered	44.8	17.2	62
Acres of impervious area	30	1.5	31.5
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
STRUCTURES			
Gross square footage	476,000 s.f. commercial/industrial/ assisted living (plus 207 residential units)	-115,000 s.f. commercial/ industrial; plus 120 units residential	361,000 s.f. commercial/ industrial/ assisted living (plus 327 residential units)
Number of housing units	207 d.u. residential plus 60-80 assisted living	120 d.u. residential; 0-20 units assisted living	327 d.u. residential plus 80 units assisted living
Maximum height (in feet)	3 stories	0	3 stories

TRANSPORTATION			
Vehicle trips per day (includes 200 internal trips)	8,616	-2,199	6,417
Parking spaces	910 (790 on South Campus, 120 on North Campus)	299 (185 reduction on South Campus; 484 increase on North Campus)	1,209 (605 on South Campus; 604 on North Campus)
WATER/WASTEWATER			
Gallons/day (GPD) of water use	98,660	5,462	104,122
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	98,660	5,462	104,122
Length of water/sewer mains (in miles)	3.9	(2.7)	1.2

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? ☐Yes ☒No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? ☐Yes ☒No

3. impacts on Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities? ☐Yes ☒No

4. impact on any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☒Yes ☐No; if yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☐Yes ☒No

The Northampton State Hospital is listed on the National Register of Historic Places, and is subject to a Memorandum of Agreement (MOA) between the Massachusetts Historical Commission (MHC) and the Division of Capital Asset Management (DCAM). DCAM has fulfilled the terms of the MOA, per July 2, 2008 MHC Comment on 2008 NPC. No demolition not previously reviewed is contemplated.

5. impact upon an Area of Critical Environmental Concern? ☐Yes ☒No

If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

(a) a brief description of the project as most recently reviewed

(b) a description of material changes to the project as previously reviewed,

(c) the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and

(d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a proposed modification of the Section 61 Finding (or it will be required in a Supplemental EIR).

(a) Description of Project as most recently reviewed.

The Project is the development by Hospital Hill Development LLC (HHD), through its managing member Massachusetts Development Finance Agency (MassDevelopment) with The Community Builders, Inc., of the North Campus and Memorial (South) Campus of the former Northampton State Hospital (NSH).

As reported in previous MEPA filings, the Master Plan (see Figure 1) envisioned a full build-out of approximately 476,000 s.f. of mixed-use commercial space, comprising a mix of retail, office, light industrial, and research and development/multi media space as well as space for live-work studios, a child care center, a possible community center/museum area and the development of a 60-80 unit assisted living facility for seniors. The Master Plan also included 207 residential units, in a mix of single family homes, townhomes, bungalows and mixed income rental housing. Of the above uses, 306,500 s.f. of light industrial, R&D and office space were programmed for the Memorial (South) Campus, and the remaining development, including the majority of the residential components of the Master Plan, was planned for the North Campus.

In June, 2008, MEPA reviewed a Notice of Project Change stipulating that two historic buildings on the South Campus would be demolished so that Kollmorgen, Inc., an important Northampton employer, might relocate to the site, now renamed Village Hill, Northampton. That NPC reflected a reduction in overall Project traffic and wastewater impacts. No EIR or further MEPA review were required.

The Master Plan has been modified from time to time, in response to development opportunities and market conditions. Table 1 depicts the programmatic evolution of the Master Plan over time:

Table 1 Evolution of the Master Plan

	ENF, DEIR	FEIR to 2008	2008 NPC	Current NPC
Office	228,000	165,000		65,000
Light Industrial	96,000	176,000		172,000
R&D/Industrial	80,000			20,000
Retail	31,000	31,000		20,000
Child Care	16,000	41,000 s.f. "other uses"		0
Community/Cultural	25,000			3,000
Mixed Use	-0-	-0-		9,000

Subtotal	476,000	413,000 s.f.	325,500	289,000
Assisted Living (units)	60-80 units	80 units, 63,000 s.f.		80 units, 75,000 s.f.
Subtotal		476,000		361,000
Housing (units)	207 units			327 units
Vehicle Trips per day	8,616		7,384	6,417
Parking Spaces	910		635	1,209
Wastewater (GPD)	98,660		89,600	104,122

The residential construction program has continued to make progress. Table 2 identifies homes that are complete or under construction:

Table 2 Residential Construction

	Number of Units	Comments
Ice Pond single family homes	26 [offsite]	Market rate.
Hilltop Apartments	33	26 units affordable. Energy Star certified
Hillside Apartments	40	32 units affordable; solar panels
Eastview Townhouses	12	
Morningside single family homes	11	LEED certified.
Laurel Street units	4 (on South Campus)	
Total	126 units	

The North Employees' home is slated for development as 11 live-work units (e.g., artist studios). The Male Attendants' home and the Coach house are contemplated for commercial (office) development.

A portion of the North Campus has been zoned a smart growth district by the City pursuant to M.G.L. ch. 40R (permitting higher density) and the entire site has been designated a Priority Development Site under M.G.L. c.43D (leading to expedited permitting).

The Citizens Advisory Committee (CAC), originally convened as part of the MEPA review, has continued to meet as development planning has progressed. On March 4, 2009, the CAC voted unanimously to approve the revised Master Plan reflecting the proposed increase in dwelling units at the North Campus, and the reduction in office and retail.

(b) Changes to the Project as Previously Reviewed.

As shown in Table 1, above, the non-residential portion of the development has been reduced, from 325,500 (2008 NPC) to 289,000 s.f. This number excludes the assisted living facility. Under the current plan, the residential component of the Project is being increased by 120 units, as shown in Table 3:

Table 3 Additional Residential Units

Housing Type	Number of Units
Single family homes	40 units
Townhouses	70 units
Apartments	10 units
Total	120 units

Also as shown in Table 1, since the 2003 FEIR, projected average daily vehicle trips from the project, including the 120 additional residential units, will decrease from 8,616 to 6,417. The number of parking spaces on the site, originally estimated to be 910, will be 1,209. An original projection of 790 spaces on the South Campus is now 515; the original projection of 120 spaces on the North Campus is now 605. Overall wastewater generation, originally estimated at 98,660, is now estimated to be 104,122.

(c) Significance of Proposed Changes.

With specific reference to the criteria for significance set forth in MEPA regulation 11.10(6):

a) *Expansion of the Project.* The Project site is not being expanded. The development program is being reallocated in ways that will reduce overall Project impacts.

b) *Generation of further impacts.* The unified stormwater management plan meets the requirements of the Massachusetts stormwater guidelines. Four of six detention basins have been constructed; one basin (at the south end of Memorial Campus) will be constructed by Kollmorgen, and one basin (at the northwest end of North Campus) will be constructed as development of that area proceeds. The traffic is within levels previously studied.

c) *Change in expected date for completion.* The expected date of completion of the Project has changed from 2016 to 2018.

d) *Change of the Project site.* There is no change in the Project site.

e) *New application for a permit or New request for Financial Assistance or Land Transfer.* There is no new application for a permit. The Project remains consistent with the earlier MEPA filings, which anticipated that HHD would seek out qualified developers and transfer land to them.

f) *Any change that delays realization of environmental benefits.* The project change will advance the completion of development at Village Hill.

g) *Project involving a lapse of time.* The change does not involve a lapse of time.

(d) Measures that the Project is taking to avoid or Minimize and Mitigate Environmental Impacts.

The DEIR, FEIR, 2008 NPC and revised Section 61 Finding (Attachment A) identify a full suite of mitigation measures being implemented by the Proponent. They include the following:

Transportation

- HHD will implement a comprehensive Transportation Demand Management (TDM) program, intended to reduce trip generation by the Project to a level 35% below the level predicted by application of ITE guidelines.
- As discussed in the Phase I Report and the DEIR, HHD has committed to implementing a transportation monitoring program that will measure actual performance characteristics of the Project over time and will be used to determine the need for future improvements at the study intersections as the development is built out. As part of that program, HHD collected baseline data in 2005 and will commence annual monitoring with the issuance of a permanent Certificate of Occupancy for the Volz, Clarke & Associates, Inc. building.
- Signal improvements have been implemented as part of the reconstruction of the Earle Street/Route 10 intersection. Improvements have been made at the Earle Street/Prince Street/West Street intersection, and infrastructure is in place to install signals when warranted. HHD has also committed to implement signalization improvements at four other intersections when warranted and as requested by the City.
- HHD has been working with the Northampton Department of Public Works (DPW) and neighborhood to design traffic calming measures in the Laurel/Grove neighborhood. Construction is complete.

Water Supply and Wastewater

- All construction in the Project will meet the water-conservation requirements of the State Plumbing Code.
- The south portion of Earle Street has been reconstructed, including the replacement of a corroded section of sewer pipe in Earle Street, correction of root intrusion at one manhole, and elimination of the unsafe, narrow railway abutments. The northern portion of Earle Street has been reconstructed. The design of this work was funded by HHD.

Stormwater

- A master Stormwater Management Plan for the project was developed based on "Stormwater Management – Stormwater Policy Handbooks Volumes 1 and 2" by the Massachusetts Department of Environmental Protection. This plan established overall site drainage parameters and basin locations, to mitigate storm water discharges off-site during the 2-year, 10-year, 25-year and 100-year storm.

As the overall project is developed in phases, HHD has constructed the respective infrastructure – pipes and basins – called for in this plan. Four of six required storm water basins have been constructed.

Historic Resources

- The South Employees' Home and the Nurses' Home have been rehabilitated for residential uses (Hilltop Apartments).
- The North Employees' Home is planned to become residential units.
- Efforts to identify users for the Male Attendants' Home and the Coach House are ongoing.
- HDD will continue to pursue wherever feasible the retention and rehabilitation of historic landscape elements, including specimen trees, as part of the proposed Master Plan. In addition to perimeter open spaces, the North Campus will have several parks – including Fountain Park, North Park, Beech Tree Park. The fountain formerly located in front of the Kirkbride Building will be relocated to Fountain Park. MassDevelopment has developed a pedestrian plan that will accommodate walkers, joggers and cyclists
- Documentation of the campus was completed by DCAM and submitted to the MHC and the City in compliance with the MOA.

Sustainable Development

- The City has adopted a comprehensive plan entitled "Sustainable Northampton, A Comprehensive Plan" (January 2008). The plan encourages development at in-fill sites to preserve open space, and specifically promotes mixed-use development at Village Hill.
- By pursuing an extensive period of coordinated planning, including this MEPA review and the CAC review, the Project is focused on bringing about economic development and providing affordable housing without adverse environmental consequences.
- As developers are selected for elements of the Master Plan, MassDevelopment works with them towards the identification and implementation of green architectural elements (see below).

Smart Growth and Green Architecture

- The placement of a diverse, mixed-use Project at the site, the incorporation of village elements, including appropriate levels of retail along with a mix of employment and housing opportunities, proximity yet geographic distinctness from downtown Northampton, and a combination of the old and the new, all will make Village Hill Northampton an important example of Smart Growth. A portion of the North Campus has been zoned a smart growth district by the City pursuant to M.G.L. ch. 40R, and the entire site has been designated a Priority Development Site under M.G.L.c.43D.

- Although a decrease in retail (from 30,000 s.f. to 10,000 s.f.) is associated with the revised Master Plan, there is no change in the nature of retail anticipated – e.g., convenience store, coffee shop, ATM machine, dry cleaners. The 30,000 s.f. of retail in the original Master Plan was an outside planning envelope; it would serve a larger catchment area than the neighborhood-oriented retail contemplated for Village Hill, and is considered to be unrealistic and inappropriate.
- In its marketing, HHD identifies Village Hill Northampton as the type of community where Green Architecture is incorporated into all aspects of residential and commercial development.
- HHD has sought out and applied for all pertinent resources to support "Green" design for housing at the Project. The six Hillside Apartment buildings (developed by TCB and now fully occupied) are Energy Star Certified, and have solar panels on the roofs. Morningside Homes (Wright Builders) and Eastview townhouses are LEED-certified.

Construction

- In each instance, the selected construction contractor(s) are required to submit a Construction Management Plan (CMP) prior to the commencement of construction. The plans address potential air, noise, and traffic impacts and hours of operations and describe procedures to eliminate, minimize, or mitigate these impacts. The construction contractor(s) are bound to the terms of the CMP. Typical controls that may be incorporated into a CMP are listed in the suggested Section 61 Findings (see Attachment A).

ATTACHMENTS & SIGNATURES

Attachments:

1. Revised draft Section 61 Finding (**Attachment A**)
2. Secretary's most recent Certificate on this project (**see Attachment B**)
3. Plan showing most recent previously-reviewed proposed build condition (**see Figure 1**)
4. Plan showing currently proposed build condition (**see Figure 2**)
5. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries (**see Figure 3**)
6. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7) (**see Attachment C**)

Signatures:

Ann E. Howard	3/1/10	Laura E. Rome	
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)
~~Nancy Howard~~ ANN E. HOWARD February 24, 2010		Laura E. Rome	
Name (print or type)		Name (print or type)	
Hospital Hill Development LLC, by: Massachusetts Development Finance Agency		Epsilon Associates, Inc.	
Firm/Agency		Firm/Agency	
160 Federal Street		Three Clock Tower Place, Suite 250	
Street		Street	
Boston, MA 02110		Maynard, MA 01754	
Municipality/State/Zip		Municipality/State/Zip	
(617) 330-2000		(978) 897-7100	
Phone		Phone	

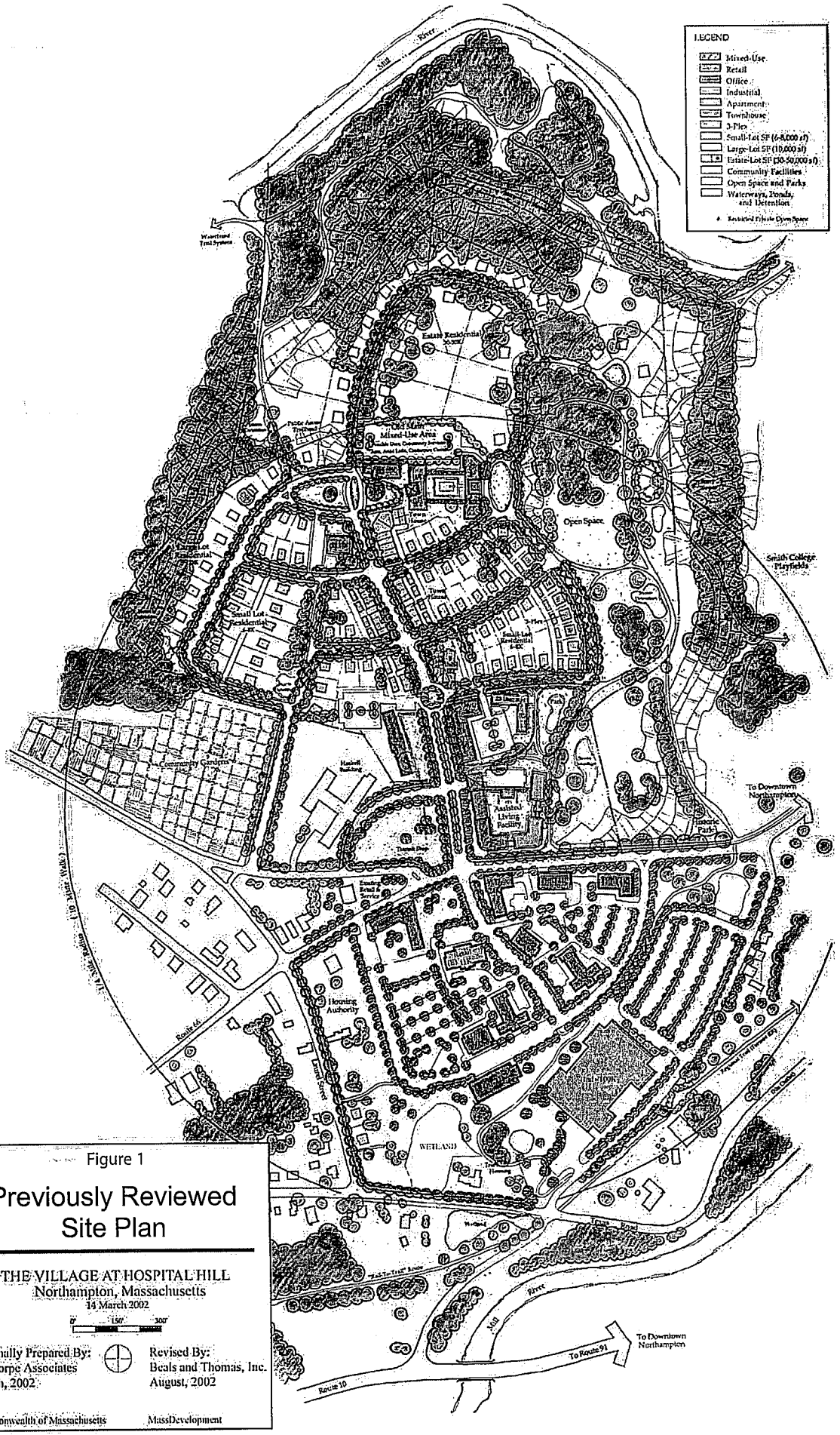


Figure 1

Previously Reviewed Site Plan

THE VILLAGE AT HOSPITAL HILL
Northampton, Massachusetts
14 March 2002

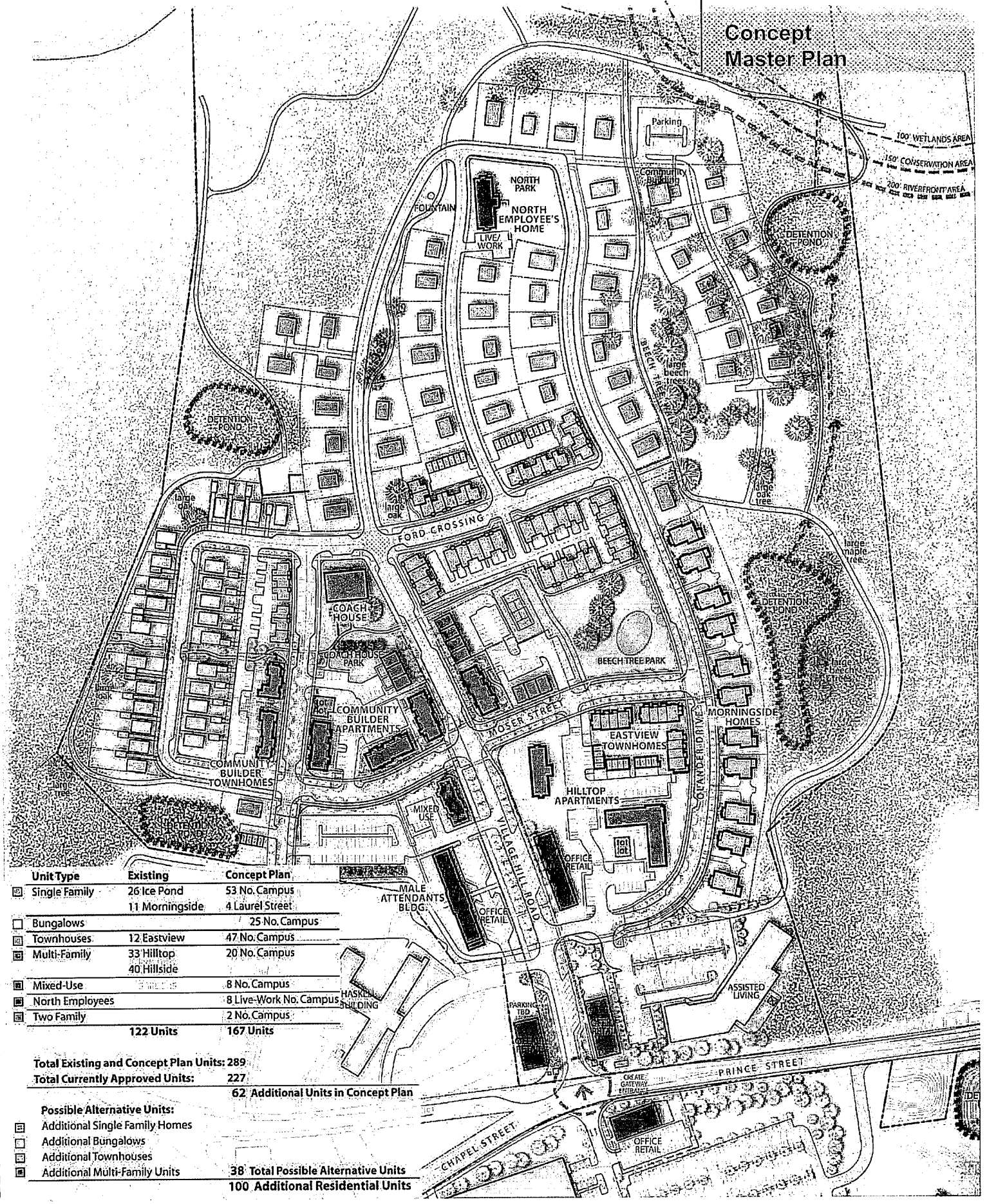
0' 150' 300'

Originally Prepared By:
Calthorpe Associates
March, 2002

Revised By:
Beals and Thomas, Inc.
August, 2002

Commonwealth of Massachusetts MassDevelopment

Concept Master Plan



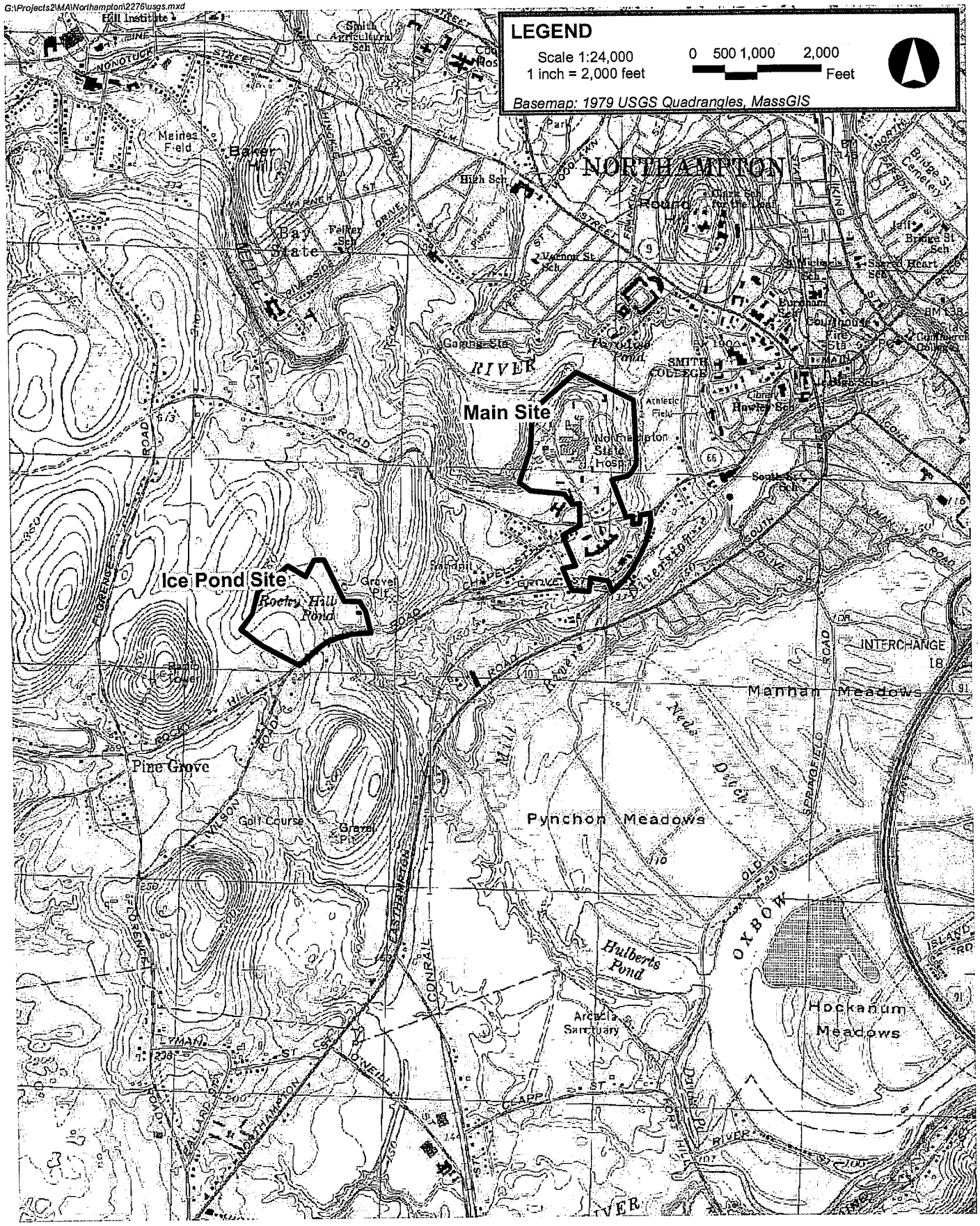
Unit Type	Existing	Concept Plan
Single Family	26 Ice Pond	53 No. Campus
	11 Morningside	4 Laurel Street
Bungalows		25 No. Campus
Townhouses	12 Eastview	47 No. Campus
Multi-Family	33 Hilltop	20 No. Campus
	40 Hillside	
Mixed-Use		8 No. Campus
North Employees		8 Live-Work No. Campus
Two Family		2 No. Campus
	122 Units	**167 Units**

Total Existing and Concept Plan Units: 289
Total Currently Approved Units: 227
62 Additional Units in Concept Plan

Possible Alternative Units:
- Additional Single Family Homes
- Additional Bungalows
- Additional Townhouses
- Additional Multi-Family Units

38 Total Possible Alternative Units
100 Additional Residential Units

ARROWSTREET | Village Hill Northampton | **DRAFT** | Figure 2 Currently Proposed Site Plan (North Campus) | MASSDEVELOPMENT



The Village at Hospital Hill Northampton, Massachusetts

Epsilon ASSOCIATES INC.

Figure 3
USGS Locus Map

Attachment A

Revised Draft Section 61 Finding

REVISED DRAFT SECTION 61 FINDING

PROJECT NAME	Village Hill, Northampton
PROJECT MUNICIPALITY	Northampton
PROJECT WATERSHED	Connecticut River
EEA NUMBER	12629
PROJECT PROPONENT	MassDevelopment and The Community Builders, Inc. (a.k.a. Hospital Hill Development, LLC)

1.0 PROJECT DESCRIPTION

1.1 Project Proponent

This project is being conducted by the Massachusetts Development Finance Agency (MassDevelopment) and The Community Builders, Inc. (TCB). Together, MassDevelopment and TCB are carrying out the project as Hospital Hill Development, LLC (HHD). MassDevelopment is the Managing Member of HHD. This Section 61 Finding is being executed by MassDevelopment, pursuant to its responsibilities as a State Agency under Mass. General Laws Chapter 30, Section 61. Findings of impacts and commitments to mitigation herein are made by MassDevelopment, acting on behalf of HHD, which is obligated to carry out the mitigation.

This draft revised Section 61 Finding has been prepared by MassDevelopment in connection with the Notice of Project Change reflecting an increase of 120 residential units and a decrease in industrial and office development of the site.

1.2 Site Description

The project is the redevelopment of the former Northampton State Hospital (NSH). The project site is a hill located west of downtown Northampton. The Mill River separates the site from the downtown Northampton area.

The 124-acre project site is traversed by Route 66, dividing the site into the North Campus and the South Campus. The area south of Route 66, the South Campus, is developed with a light industrial building and is the future home of Kollmorgen Electro-Optical. South of the plateau, the topography drops steeply down to Earle Street. There is a wetland area in the southwestern corner of the South Campus, above Grove Street. North Campus is the former site of the Old Main building of the former hospital complex, and is now the site of residential development. To the north and east of the developed area is wooded land and open space, dropping down to the boundary at the Mill River.

NSH was listed in the National Register of Historic Places on July 25, 1994, as a contributing complex to a Multiple Property Submission of state hospitals and state schools. The act of disposition of Northampton State Hospital (NSH), a complex listed in the National Register of Historic Places, required DCAM (formerly DCPO) to develop a Memorandum of Agreement (MOA) with the Massachusetts Historical Commission (MHC). The future designated developer, HHD, was directed to carry out the stipulations of the MOA. The MOA took into consideration the City of Northampton's proposed plan for NSH which would include the possible reuse or demolition of historically significant buildings, new construction, and preservation of agricultural lands and open space under city zoning.

1.3 Project Description

At full build-out, the project will include approximately 327 mixed-income residential units in a variety of housing types, including single-family homes, apartments, townhomes, and bungalows. Overall, the goal of the residential components of the development is to establish a diverse, mixed-income community. Further, the project proponent is committed to make best efforts to insure that clients of the Massachusetts Department of Mental Health occupy 15 percent of the housing units. The Project also includes approximately 289,000 s.f. of mixed-use commercial space, comprising a mix of retail, office, light industrial, and research and development/multi media space as well as space for live-work studios, a memorial, and the development of an 80-unit assisted living facility for seniors.

Primary access to the project is provided by way of Village Hill Road, the existing main campus roadway located on Route 66, east of Prince Street. The residential component of the development will be located in the northern portion of the campus and will be accessed by way of Prince Street and Village Hill Road. The majority of the commercial component of the development will be situated in the southern portion of the campus and will be accessed by way of Route 66 and Earle Street.

Changes to the Master Plan relating to North Campus are an increase by 120 residential units, bring total Project residential units to 327, of which 297 are located on the North Campus. Office, industrial and other space is reduced as shown in Table 1.

Table 1 Changes in the Master Plan (in square feet)

	ENF, DEIR, FEIR (source: DEIR pp 3-2—3-4)	2009 NPC
Retail	31,000	20,000 (North Campus 15,000; South Campus 5,000)
Office	228,000	65,000
Light Industrial	96,000	172,000
R&D/ Industrial	80,000	20,000
Child Care	16,000	0

	ENF, DEIR, FEIR (source: DEIR pp 3-2—3-4)	2009 NPC
Community/Cultural	25,000	3,000
Mixed Use		9,000
Total	476,000 s.f.	289,000

2.0 IMPACTS AND MITIGATION

As required by General Laws Ch. 30, Sec. 61, MassDevelopment has conducted a series of reviews of the environmental impacts of the project. Having prepared an Expanded Environmental Notification Form (EENF, October 15, 2001), a Phase I Report (April 30, 2002), a Draft Environmental Impact Report (DEIR, April 30, 2003) a Final Environmental Impact Report (FEIR, September 30, 2003), a Notice of Project Change (June 2, 2008), and a Notice of Project Change (August, 2009), MassDevelopment has determined the environmental impacts of the project, and evaluated mitigation for those impacts. Based upon the foregoing documents, MassDevelopment has determined that the impacts of the project are as described below, and commits to the specified mitigating measures.

2.1 Transportation

2.1.1 Potential Impacts

At full build-out, assuming trip generation as computed per Institute of Traffic Engineers (ITE) guidelines, the project would be expected to generate 6,417 trips per day, a reduction of 2,199 trips from the earlier Master Plan. In the DEIR, the 8,616 trips were assigned and distributed, and superimposed on background conditions including known development projects and a 1% average annual background growth rate. Using accepted methodologies, traffic operations analysis was conducted for both signalized and unsignalized intersections in the traffic study area. The results of the analysis were presented in Tables 5-10 and 5-11 of the DEIR (DEIR pp. 5-48 – 5-57). HHD and MassDevelopment found that, without mitigation, the traffic increases from the project would cause potentially significant impacts at the following intersections:

Unsignalized intersections:

1. Route 10 (South Street / Easthampton Road) at Earle Street
2. Prince Street at West Street and Earle Street
3. Burts Pit Road at Florence Road
4. Prince Street at the Main Campus Driveway
5. Prince Street at the Campus Driveway (South Campus)

Signalized intersections:

6. Main Street at New South Street and State Street

7. South Street and New South Street at Old South Street

The reduction in project-generated traffic may lessen or delay the need for certain of the above mitigation. The need for and actual timing of mitigation will be determined by the Monitoring Program, described below.

2.1.2 Mitigation

Transportation Demand Management Program

HHD has committed to a program of both structural and non-structural mitigation for the foregoing impacts. The most effective means to avoid traffic impacts is to avoid generating trips. Accordingly, HHD has committed to a comprehensive Transportation Demand Management (TDM) program, intended to reduce trip generation by the project to a level 35% below the trip generation predicted by application of ITE guidelines. In addition, HHD is committed to providing structural mitigation – signalization of the unsignalized intersections identified above (nos. 1 – 5), and the modification of signal timing of the two signalized intersections (nos. 6, 7).

The elements of the TDM program (see FEIR Section 2.0) are the following:

TMA Membership. HHD, when selling or leasing property, requires individual commercial tenants to become a member of The Village Hill Landowners Association (Landowners Association). HHD and the property management team will oversee the Landowners Association, which will become a member of the Route 9 Transportation Management Association (Route 9 TMA, or TMA). The individual tenants, through membership dues paid to the Landowners Association, will contribute toward the TMA membership dues. Initially, HHD will contribute $5,000 annually toward the Route 9 TMA upon issuance of a permanent certificate of occupancy for the first commercial building within the community (which is the VCA furniture manufacturing facility on South Campus). As future development proceeds and as additional commercial tenants join the Landowners Association, these businesses will fund the Route 9 TMA membership costs, which will be included in the individual association membership fees for each tenant. As a member of the Route 9 TMA, HHD and/or the Landowners Association will coordinate strategies and programs offered by the TMA including the following:

- Participation in area transportation events such as the Transportation Fair, Bicycle Commute Week, and other promotional events offered by the TMA.

- Production and dissemination of TDM marketing materials and newsletters.

- Links to the TMA's web site.
- Completion of employee surveys.
- Participation in transportation coordinator training.
- Participation in the guaranteed-ride-home program.
- Participation in ride matching programs.
- Commuter Choice benefits.

The City of Northampton supports these efforts, and membership in the Route 9 TMA is required as a condition of site plan approvals for major individual facilities (e.g., Kollmorgen).

On-Site Transportation Coordinator. As a landlord, HHD or its professional property manager will encourage individual tenants to designate an individual to serve as the on-site Transportation Coordinator. HHD and/or the Landowners Association will also encourage other commercial landowners to identify on-site Transportation Coordinators. The role of this individual is to oversee the promotion and implementation of TDM programs and serve as the chief liaison with the Route 9 TMA and with building employees and state and city agencies, as required.

Public Transportation Marketing Information. HHD and/or the Landowners Association will make information on public transportation alternatives available at various on-site locations, including commercial and residential areas and other public places. HHD and/or the Landowners Association will include information related to public transportation in employee orientation material and lease/sales information for prospective tenants.

Carpool/Vanpool Program. HHD and/or the Landowners Association will provide all employers within Village Hill, Northampton with information for dissemination to employees regarding the services offered by the Route 9 TMA and CARAVAN for Commuters.

Preferential Parking for Carpools and Vanpools. HHD and/or the Landowners Association will designate a limited number of parking spaces in convenient locations within all commercial parking lots to be reserved for carpools and vanpools for employees at Village Hill, Northampton.

On-Site Public Transportation Pass Sales. HHD and/or the Landowners Association will encourage employers to make public transportation passes available to employees. Further, the Landowners Association will work with on-site retailers to make public transportation passes available through on-site retail outlets. This effort will be coordinated through the Route 9 TMA.

Guaranteed-Ride-Home Program. The Route 9 TMA provides a guaranteed-ride-home program for TMA members. HHD and/or the Landowners Association will work with employers to implement a guaranteed ride-home program that will serve to facilitate the use of carpool and vanpool services by employees of the development. Through the participation of their employers in the TMA, employees who choose to vanpool or carpool will have access to the TMA's program assuring that a ride home will be provided should they have to return home for personal or work-related reasons.

Bicycle Storage. Secure on-site bicycle storage will be provided for both employees and residents of Village Hill, Northampton. In addition, HHD and/or the Landowners Association will work with commercial tenants and land owners to include on-site shower and locker facilities to encourage the use of bicycles by employees of the development. Further, HHD and/or the Landowners Association will distribute information related to the Pioneer Valley Transit Authority PVTA "Rack and Roll" program which allows commuters to use both bicycle and public transportation as a means of commuting to work. Secure bicycle racks and/or storage lockers will be provided at convenient locations proximate to employment centers on-site.

Public Transportation Connections to the Site. PVTA has located a bus stop on Route 66 adjacent to Village Hill Road.

Support for Car Sharing. Because of increased costs associated with car ownership and increasing environmental awareness, car sharing is gaining in popularity. Zipcar, a Cambridge-based company, places cars in publicly accessible places and offers them for rent on an hourly basis. Based on discussions with the Route 9 TMA, the use of Zipcar is currently under review as a potential TDM alternative for its members. While membership is required to use these vehicles and a per-mile cost is assessed, this service is rapidly growing. HHD supports the carsharing initiative as well as the availability of rental car services in the area. This service provides an alternative option for transit, bicycle, or other non-automobile travelers who have the occasional need for a car. HHD and/or the Landowners Association will work with the Route 9 TMA to evaluate the feasibility of providing a Zipcar program as a part of the planned development.

On-Site Banking Services. HHD and/or the Landowners Association will work with employers within the development to implement a direct deposit program for employee paychecks and reimbursements to reduce off-site automobile trips. In addition, HHD and/or the Landowners Association will attempt to locate automatic teller machine(s) within the development.

Additional On-Site Amenities. HHD and/or the Landowners Association will work with the City, and area businesses to provide an on-site dry cleaning pick-up service for the residents and businesses within the community. This service can be offered via a central location within the development or a mobile pick-up service.

Monitoring Program

As committed to in the Phase I Report and the DEIR, HHD will continue to implement a transportation monitoring program that will measure actual performance characteristics of the project over time and will be used to determine the need for future improvements at the study intersections as the development is built-out. The objectives of the monitoring program are as follows:

- To quantify actual traffic-generation characteristics for the development (both peak hour and daily) for comparison to projected traffic levels.
- To evaluate and refine the effectiveness of the TDM program for the site, including employee/tenant mode shares, vehicle occupancy rates, bicycle use, and so on. This portion of the monitoring program will be used to determine baseline performance of the TDM program, and will serve as a basis for fine-tuning or adjusting the program to encourage alternative travel modes.
- To refine the timing and scope of improvements to be implemented at key intersections serving Village Hill, Northampton. Specifically, the installation of traffic signals have been installed at the Route 10 / Earle Street, Route 66 / The Village Hill main driveways / Prince Street, and Burts Pit Road / Florence Road intersections can not be completed until such time as traffic signal warrants are met. The infrastructure for the Earle / West / Prince Street signal has been installed and the signal itself will be installed when traffic meets the warrants.

Results of the monitoring program shall be compiled and submitted to Massachusetts Highway Department (MassHighway) District II, the Northampton DPW, the Pioneer Valley Planning Commission, and the Northampton Office of Planning and Development. The elements of the program are as follows:

Traffic Counts. The traffic count program will be administered under the direction of HHD. An initial counting program was conducted in the spring of 2005 to update the 2001 No-Build Conditions documented in the Draft EIR. Subsequent annual reporting will be conducted following issuance of a permanent certificate of occupancy of the first commercial building (the VCA facility on South Campus, currently under construction). One month prior to conducting the counts, HHD shall forward the proposed counting program, including locations for automatic traffic recorders and turning movement counts, for comment to MassHighway District 2, the Northampton DPW, the Pioneer Valley Planning Commission, and the Northampton Office of Planning and Development. Comments received shall be taken into consideration in implementing the counting

program. Following the counts, the data shall be tabulated and compared to the morning and evening peak hour volumes for the 2001 Existing Condition, 2006 No-Build Condition, and 2006 Build Condition (DEIR Figures 5-4, 5-5; 5-8, 5-9; 5-14, 5-15).

The annual traffic monitoring program shall be conducted until two years after completion of the project.

The initial counting program will count all project driveways, plus the following locations:

- Route 10 at Earle Street
- Earle Street at Grove Street
- Grove Street at Laurel Street
- Earle Street at West and Prince Street
- Route 66 at Prince Street
- Route 66 at Grove Street
- Route 66 at Laurel Street

Additional intersections such as Burts Pit Road at Florence Road may be added in the future, but will not be part of the initial program.

Upon occupancy of the first commercial building, spot speed measurements along Grove Street and Laurel Street will be conducted.

Employee/Tenant Survey. Administration of an employee and tenant survey annually to measure transit use, carpooling, carsharing, bicycle use, and participation in programs offered through the Route 9 TMA. This will include reporting of employer and tenant participation in programs offered by the Route 9 TMA.

Trip-Generation Surveys. Collection of peak-hour TMCs and ATRs at community driveways during a typical weekday. Observed trip generation will be compared to levels calculated for actual building use, density, and employment using standard trip rates published by the ITE.

Traffic Signal Warrants Analysis. As a part of the annual traffic monitoring program, a Traffic Signal Warrants Analysis (TSWA) will be completed at the following intersections: Route 10 / Earle Street, Route 66 / Earle Street, Route 66 / Village Hill driveways / Prince Street, Burts Pit Road / Florence Road. The results of the TSWA will be provided to the City of Northampton and MassHighway, and will be used as the basis of determining the timing and need for the implementation of traffic control improvements at these locations.

Signalization

HHD's commitments regarding signalization are the following:

Route 10 / Earle Street intersection. Improvements to Earle Street between Route 10 and Route 66 have been completed, including a new signal.

Earle Street / Prince Street / West Street intersection. Improvements have been made at the Earle Street / Prince Street / Warren Street intersection and infrastructure is in place to install signals when warranted. Traffic volumes and operating conditions at this intersection will be monitored on an annual basis as a part of the traffic monitoring program for the development. If the installation of a traffic signal is found to be warranted and funding has not been identified for construction, HHD will fund and install the signal.

Prince Street / Village Hill Road intersection. A traffic signal has been installed at this intersection.

Florence Road / Burts Pit Road intersection. The need for future signalization is marginal and dependent on a number of factors relative to the rate of future development in the area. HHD will design a signal when warrants are met. If signalization is warranted, HHD will work with the City to identify an appropriate funding source.

Main Street at New South Street and State Street. Traffic flow may be improved with optimization of signal timing. HHD will prepare an optimal signal timing and phasing plan, and will implement it as part of the redevelopment project and as deemed necessary by the City.

South Street at New South Street and Old South Street. Traffic flow may be improved with optimization of signal timing. HHD will prepare an optimal signal timing and phasing plan, and will implement it as part of the redevelopment project and as deemed necessary by the City.

Additional Measures as requested by the CAC

HHD has constructed traffic calming measures in the Grove Street/Laurel Street neighborhood.

With implementation of the above mitigation, MassDevelopment finds that all feasible means and measures will be taken to avoid or minimize potential traffic impacts of the project.

2.2.1 Potential Impacts

Average daily water use and wastewater generation at full build-out is 104,122 gpd, an increase of 5,462 gpd from the earlier Master Plan. These estimates are based on Title V of the State Sanitary Code (314 CMR 5.00), and are conservatively high. The City of Northampton's potable water supply is adequate to supply the full build-out. (Phase I Report, p. 6-1.) The City of Northampton's wastewater disposal capability has capacity to treat wastewater from the project. (Phase I Report, p. 6-1.)

Northampton's water supply distribution system was evaluated to determine adequacy of transmission mains. The reconstruction of Route 66 included the replacement of existing water main with 12-inch diameter main. The Northampton DPW water distribution system computer model was used to determine water system capacity and ability to handle the full build-out. Water system pressures and adequacy to meet fire flow requirements were evaluated. It was concluded that the water distribution system, with the Route 66 reconstruction, has sufficient capacity to supply the full build-out and meet potential fire flow needs.

The wastewater collection system was investigated and analyzed. For the DEIR, the capacity of sewer mains serving the site was evaluated, and it was determined that those mains have reserved capacity well in excess of anticipated peak flow increases from the full build-out. In addition to the above analysis, and at the request of the Northampton DPW, a further evaluation was also conducted of a 10-½-inch siphon under the Mill River. Finally, a closed-circuit television investigation of the sewer pipes within Earle Street and downstream to Clarke Avenue was conducted. Observed defects were limited to root intrusion at a manhole in Earle Street, corrosion of a 10-foot long pipe section in Earle Street and the ends of the cast iron siphon under the Mill River, and two protruding services within the sewer in West Street.

2.2.2 Mitigation

- All construction in the project will meet the water-conservation requirements of the State Plumbing code.

- A corroded section of sewer pipe in Earle Street has been replaced as part of the reconstruction of Earle Street.

With implementation of the above mitigation, MassDevelopment finds that all feasible means and measures will be taken to avoid or minimize potential water and wastewater impacts of the project.

2.3 Stormwater and Wetlands

2.3.1 Potential Impacts

The development envelope of the site is approximately 90.4 acres. For existing conditions, this was subdivided into five drainage basins, based upon existing stormwater flows. For proposed conditions, based upon land use and soils, potential changes in peak flow were evaluated for the 2-year, 10-year, 25-year and 100-year storm. Without stormwater management facilities, peak runoff in two of the drainage areas would increase modestly, and in two other drainage areas the peak runoff would be less than in the existing condition (this is because the site, in the existing condition, with many large buildings, parking areas and driveways generates significant runoff with no stormwater attenuation facilities). DEIR, pp. 6-1 – 6-9.

No potential wetland impacts from development of the site have been identified. Significant attention was devoted to identifying an alternative alignment to Ridge Street, which (as laid out on the Master Plan) would have impacted bordering vegetated wetland both north and south of Grove Street. Earle Street south of Grove Street is proximate to the Mill River, and is near bordering vegetated wetland and within the 200 foot riverfront area.

2.3.2 Mitigation

A master Stormwater Management Plan for the project was developed based on "Stormwater Management – Stormwater Policy Handbooks Volumes 1 and 2" by the Massachusetts Department of Environmental Protection (MassDEP) This plan established overall site drainage parameters and basin locations, to mitigate storm water discharges off-site during the 2-year, 10-year, 25-year, and 100-year storm. As the overall project is developed in phases, HHD has constructed the respective infrastructure – pipes and basins – called for in this plan. Kollmorgen will construct drainage infrastructure on its site, including a basin, to mitigate storm water runoff to comply with the master stormwater plan. HHD will review the Kollmorgen drainage improvements to ensure that they meet the requirements of the master Stormwater Management Plan. At such time, HHD will confirm that the Kollmorgen improvements also comply with the 2008 revisions to the Massachusetts Stormwater Management Policy.

HHD has developed a number of documents, described below, that formally assign procedures and responsibilities for stormwater management in the future.

The following measures will be employed during major construction activities:

Construction Staging Areas. Construction staging areas will be located outside of wetland resource areas and buffer zones.

Haybale / Silt Fence Combination. Haybales are set "butt to butt" into the ground and secured to the ground by two wood stakes. Silt fences are a semi-permeable barrier made of a synthetic fabric stapled to wooden stakes secured into the ground. Placed side-by side (usually perpendicular to the surface flow), the haybale/silt fence combination provides a barrier to the runoff, resulting in slower flow velocities in which entrained sediment can settle out and remain within the limit of disturbance.

Temporary Diversion Channels. Temporary diversion channels are typical shallow ditches or berms that are placed to intercept sheet runoff. The purpose may be either to direct the intercepted flow away from a sensitive area (such as a steep slope) or into a sediment trap. These channels are sometimes seeded to provide vegetative protection against erosive velocities.

Sediment Traps. Temporary sediment traps are excavated or bermed facilities that provide a storage volume for runoff such that entrained sediments may settle over a set time. Sediment traps are typically implemented at the low points within the area of disturbance in conjunction with temporary diversion channels.

Stabilized Construction Entrance. Stabilized construction entrances will be established where feasible at construction egress to enhance removal of soils and mud attached to tires prior to construction vehicles entering public roads. The entrance is comprised of a minimum 25-foot wide, 6-inch thick bed of 2-inch crushed stone extending a distance of at least 50 feet into the construction site. Stone will be replenished as necessary to maintain proper dimensions and function. Tire washes will be provided if the stabilized construction entrance is deemed inadequate alone.

Vegetative Stabilization. Temporary slope stabilization will be accomplished by seeding with annual grasses (such as annual rye) that rapidly germinate and produce rootmass. Permanent vegetation will be perennial grasses. Establishment of vegetative cover will typically be performed by hydroseeding, although sod may be installed in permanent, landscaped areas. Suitable topsoil, proper seed bed preparation, lime, fertilizer and consistent watering are required for effective establishment of vegetative stabilization. Mulch may also be used for permanent seeding in erosion-prone areas, such as steep slopes.

Operation and Maintenance Plan. The Stormwater Management Plan will identify the operation and maintenance (O&M) activities that shall be the responsibility of the on-site contractor. At a minimum, the erosion and sediment control O&M plan will have the following components:

- Sediment within traps will be removed if more than one-third full. Sediments behind haybale/silt fence combinations will be removed if greater than 6 inches.
- Erosion and sediment controls will be inspected after each rain event. Debris will be removed.

- Maintenance personnel will keep records of inspection and maintenance activities including date and description of activities performed.
- Erosion and sediment control found to be functioning improperly will be repaired or replaced.
- Erosion and sediment controls will remain in place until tributary areas have been stabilized. After removal of controls, disturbed areas will be regraded and stabilized as necessary.
- Implementation of an operation and maintenance plan will ensure that systems function as designed.

The following measures shall be employed during the operational period of the project:

The O&M plan will include a description, inspection and implementation schedules, and procedures for carrying out each activity associated with each Best Management Practice (BMP). To date, an O&M Plan has been executed and recorded for the North Campus identifying BMPs for maintenance of infiltration basins, catch basins, subsurface infiltration units, water quality swales, parking lot sweeping and snow and snowmelt management. A Stormwater Management Operation, Maintenance, and Inspection Agreement (SOMIA) has been developed by HHD and the City of Northampton, establishing obligations and covenants as to future owners and developers at the site. A South Campus O&M Plan has been executed and recorded. A SOMIA for the South Campus is under review. Finally, the Declarations of Restrictions and Covenants establishing the covenants and obligations of the Landowners' Association regarding the maintenance of stormwater facilities on the North Campus and the South Campus have been executed and recorded. Where stormwater facilities are not publicly owned, the Landowners Association will be responsible for maintenance. The North Campus Stormwater Management O&M Plan includes the following components:

- Parking lot sweeping will be performed twice annually.
- Deep-sump, hooded catch basins will be cleaned annually.
- Detention facilities will be inspected at several intervals annually after small and large rain storms to ensure that the basin is functioning as intended. Basins will be inspected and cleaned semi-annually.
- Vegetated BMPs will be mowed at least twice annually. Woody vegetation will be removed.
- Maintenance personnel will keep records of inspection and maintenance activities including date and description of activities performed.
- Structural BMPs found to be functioning improperly will be repaired or replaced.

Upon design of facilities potentially affecting wetlands, a Notice of Intent will be filed with the Northampton Conservation Commission, identifying potential impacts on resource areas and demonstrating that the interests of the Massachusetts Wetlands Protection Act and the Northampton Wetlands Bylaw are met. No activity subject to the jurisdiction of the Northampton Conservation Commission will be carried out until a Final Order of Conditions has been received.

As detailed design proceeds, if any of the above measures require modification to address site-specific requirements, they may be adjusted, provided that the stormwater management program shall meet the requirements of the Massachusetts Stormwater Management regulations.

With implementation of the above mitigation, MassDevelopment finds that all feasible means and measures will be taken to avoid or minimize potential stormwater impacts of the project.

2.4 Historic

2.4.1 Potential Impacts

The act of disposition of NSH, a complex listed in the National Register of Historic Places, required DCAM (formerly DCPO) to develop a Memorandum of Agreement (MOA) with the Massachusetts Historical Commission (MHC). The future designated developer, HHD, was directed to carry out the stipulations of the MOA. The stipulations of the MOA were developed to mitigate potential impacts to NSH which included the disposition and redevelopment of state property. The MOA also took into consideration the City of Northampton's proposed plan for NSH which would include the possible reuse or demolition of historically significant buildings, new construction, and preservation of agricultural lands and open space under city zoning. The spirit of the MOA encouraged the examination of the reuse potential of contributing buildings and landscapes (including use of the Rehabilitation Investment Tax Credit) and rehabilitation of those buildings and landscapes where feasible.

2.4.2 Mitigation

HHD was awarded the development project following the RFP process and has carried out the stipulations of the MOA as the designated developer. The proponent will pursue rehabilitation of five contributing buildings on the Northampton State Hospital campus where feasible. The South Employees' Home and the Nurses' Home have already been rehabilitated for residential uses. Feasible alternatives to rehabilitate the Male Attendants' Home, North Employees' Home and the Coach House are being sought. The proponent continues to pursue wherever feasible the retention and rehabilitation of historic landscape elements, including specimen trees, as part of the proposed Master Plan.

In compliance with the MOA, the three buildings proposed for demolition on the South Campus (buildings 8, 9 and 48) were marketed for redevelopment over a period of many years; however, no interested buyers came forward. These three structures were demolished to make the Kollmorgen development feasible.

New construction has been and will continue to be sensitively designed. Where feasible, portions of the historically landscaped grounds will be retained for continued use as passive recreation space and the agricultural land has already been placed under a conservation restriction. HHD continues to work with the City to design an appropriate memorial at the Hospital and construct it as part of the development. A memorialization subcommittee to the Citizens Advisory Committee has been established. The memorial may include all or part of the documentation of the campus completed by DCAM and submitted to the MHC and the City in compliance with the MOA.

With implementation of the above mitigation, MassDevelopment finds that all feasible means and measures will be taken to avoid or minimize potential historic impacts of the project.

2.5 Sustainable Development

2.5.1 Executive Order #385

The objective of E.O. #385 is to promote economic growth that does not derogate from environmental quality. It requires state agencies to promote sustainable economic development which is supported by adequate infrastructure, in their permitting decisions. Further, it mandates that agencies prefer reuse of previously developed areas, structures, and infrastructure over new construction. It requires analysis of a proposed project's consistency with formally accepted growth management plans and with local and regional planning objectives. It encourages the pursuit of economic development through provision of incentives and assistance to interested private parties as well as local and regional governments and organizations. Finally, it also requires coordination with state agencies and local and regional planning entities.

The proposed project is consistent with E.O. #385. MassDevelopment was chartered to link public resources to private financial techniques, with the overall objective of promoting economic development. In pursuing the redevelopment of Northampton State Hospital, MassDevelopment teamed with TCB, on the private sector side, to create HHD, with the purpose of taking over an asset under the custody of the DCAM and pursue jointly the development plan. Both proponents have worked with local planning authorities and state agencies to bring about a redevelopment program that blends with local and regional planning objectives.

Fundamental to the development concept is that NSH involves the rehabilitation and revitalization of infrastructure, structures and a site that was previously developed and is suitable for economic reuse, in preference to the development of a greenfield site. Finally, by pursuing an extensive period of coordinated planning, including MEPA review, HHD concentrated on bringing about economic development without adverse environmental consequences.

All of the foregoing activities are consistent with the language and objectives of E.O. #385.

2.5.2 Smart Growth and Green Architecture

Smart Growth is fundamental to the concept of Village Hill, Northampton. A portion of the North Campus has been zoned a smart growth district by the City pursuant to M.G.L. ch. 40R, and the entire site has been designated a Priority Development Site under M.G.L. ch. 43D. The redevelopment of the central portion of NSH, while other landholdings have been preserved for agriculture, conservation and open space, housing and other uses, establishes the overall context for the project. Within this framework, the placement of a diverse, mixed-use project at the site, the incorporation of village elements, including appropriate levels of retail along with a mix of employment and housing opportunities, proximity yet geographic distinctness from downtown Northampton, and a combination of the old and the new, all will make Village Hill, Northampton an important example of Smart Growth. The various issues that have been examined for this EIR, including comprehensive rather than incremental stormwater planning, early assessment of traffic needs, and establishment of a TDM program and annual monitoring, identification and avoidance of wetland resources, and in general the evaluation of infrastructure, and strengthening it where required to support the project, are further examples of Smart Growth, as well as consistency with E.O. # 385.

TCB has sought and applied for pertinent resources to support the "Green" design for the affordable housing components of the Project. The Hilltop Apartments are Energy Star Certified. In conjunction with a Massachusetts Technology Study Grant, solar panels were installed on the six Hillside apartment buildings. In addition, three single family homes, constructed by Wright Builders, are LEED Certified. Within HHD, MassDevelopment will continue to market Village Hill, Northampton as the type of community where Green Architecture is incorporated into all aspects of residential and commercial development.

The City has adopted a comprehensive plan entitled "Sustainable Northampton, A Comprehensive Plan" (January 2008). The Plan encourages development at in-fill sites to preserve open space, and specifically promotes mixed-use development at Hospital Hill.

2.6 Construction Mitigation

2.6.1 Potential Impacts

Construction activities at NSH will extend throughout the potential seventeen-year build-out period of the project. Depending on location and nature of construction, work may be contracted for by HHD or by future land owners. Without the careful planning outlined in Section 2.6.2 below, construction impacts on traffic, air quality, noise, and erosion and sedimentation could ensue.

2.6.2 Mitigation

Work will be required to comply with all applicable federal, state and local regulations. Moreover, in each instance the selected construction contractor(s) will be required to submit a Construction Management Plan (CMP) prior to the commencement of construction. The plan will address potential air, noise, and traffic impacts and hours of operations and will provide a plan to eliminate, minimize, or mitigate these impacts. The construction contractor(s) will be bound to the terms of the CMP. Typical controls that may be incorporated into a CMP are listed below.

Traffic

To minimize construction related traffic impacts associated with the planned development, the proponent will work with the City and contractors to implement the following measures:

- Designated truck routes to and from the development will be established with the City of Northampton to minimize project related construction truck traffic in residential neighborhoods.
- Construction worker parking will not be permitted on street unless so designated with the City of Northampton Police Department.
- Construction workers will be encouraged to use public transportation or carpool/vanpool to the project site to reduce construction related traffic to the site.
- The proponent and/or the contractor will coordinate construction activities to be performed within the public right-of-way with the City of Northampton Police Department and the Department of Public Works.
- Secure on-site storage will be provided for tools and equipment in an effort to minimize construction related vehicle trips to the site.

Full or partial street closures will be avoided to the extent possible. Any street closure or lane use reduction will be coordinated with the City of Northampton Police Department and will be limited to off-peak periods. Prior to the implementation of work within the

public right-of-way, the contractor will submit to the City of Northampton Police Department and the Department of Public Works for review and approval a traffic and pedestrian management plan.

Air Quality

Air quality impacts associated with construction activities may include fugitive dust emissions, which could result in localized increases in airborne particulate levels. Fugitive dust emissions from construction activities will depend on such factors as the properties of the emitting surfaces (e.g., moisture content and area of exposed soil or debris), meteorological variables, and construction practices employed.

To minimize emission of fugitive dust, the construction contractor will adhere to a number of strictly enforced mitigation measures, including the following:

- Wetting agents will be used regularly to control and suppress dust in exposed areas.
- Water will be applied during active building demolition and while trucks are being loaded with demolition debris.
- Trucks transporting debris to or from the site will be fully covered.

Construction practices will be monitored to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized. Surrounding streets will be cleaned throughout the demolition and foundation construction period to minimize dust accumulations. Other project-related construction debris found off-site will be removed as soon as observed.

Noise and Operating Hours

Every reasonable effort will be made to minimize the noise generated by construction activities and to ensure compliance with the City of Northampton noise ordinance. Mitigation measures will include:

- Using mufflers on all construction equipment including ongoing maintenance of intake and exhaust systems.
- Installing muffling enclosures on continuously running equipment, such as air compressors and welding generators.
- Replacing specific construction operations and techniques by less noisy ones where feasible (e.g., mixing concrete off-site instead of on site).
- Scheduling equipment operations to keep average levels low, to synchronize noisiest operations with times of highest ambient noise levels, and to maintain relatively uniform noise levels.

- Turning off idling equipment.
- Locating noisy equipment as far as possible from sensitive areas.

The hours of operation for demolition and construction activities are typically limited to 7:00 a.m. to 5:00 p.m., with occasional exemptions approved on a case-by-case basis for special conditions. For example, if street closure were required for a particular activity, evening work may be required to minimize traffic impacts. This will be coordinated with the City and project site abutters in order to minimize impact on vehicular and pedestrian traffic and abutter operations. Where specific conditions warrant it, extended or truncated working hours may be used, recognizing that in some circumstances, neighborhood impacts may be lessened by an early start or early cessation of construction, and also that the duration of construction impacts may generally be lessened by longer working hours.

Erosion and Sedimentation

Currently, the working area is gently sloping. In areas where the contractor is required to work where there is the potential for sedimentation to flow over pervious areas to sensitive areas, the contractor will be required to install typical sedimentation/erosion control BMPs, such as trenched siltation fence and staked hay bale barriers.

As a matter of course, existing on-site stormwater inlets will be temporarily protected during construction activities in order to prevent sediment or demolition debris from entering the drainage system. Filter fabric will be inserted into the catch basins just below the grating. Trapping structures will be inspected after every rainstorm and repairs made as necessary.

Demolition and Recycling

Nearly all of the demolition necessary for the project has been completed. Should additional demolition be required, however, it will be undertaken in accordance with the procedures outlined below.

Demolition procedures will be carefully planned through development of bid specifications, selection of contractor, compliance with all MassDEP requirements, and following a careful sequence to minimize any impacts. Environmental mitigation measures will be stringently enforced by the HHD Clerk of the Works and the engineering firm providing demolition oversight.

Prior to notice to proceed to the demolition contractor, HHD will conduct a detailed investigation of asbestos and lead in the structure, and will complete the abatement of asbestos.

Immobile equipment, such as the crane, will be re-fueled in place by a small fuel truck. Smaller, mobile equipment such as dump trucks will fuel at a designated location on-site. Fuel will not be stored within 100 feet of any wetland resource area. All mobile equipment (excluding the immobile crane) will be parked in a secure location during the overnight hours.

As salvageable materials are removed, they will be stockpiled on-site near or within the existing building footprint and loaded for sale and shipment offsite. The remaining demolition materials and construction debris will be contained on-site within the existing footprint of the building. Prior to their reuse on-site or removal to a suitable off-site disposal location, the rubble will be crushed and temporarily stockpiled in a designated location or locations proximate to the worksite.

Soil disturbance will be limited to excavations to cap utilities, remove steam tunnels and remove foundation walls. Where those excavation activities have the potential to impact storm drain systems or buffer zones, the demolition specifications will require siltation control. Street sweeping and off-site debris removal of all materials that are not suitable for use as structural backfill will also be required.

Existing on-site stormwater inlets will be temporarily protected during demolition activities to prevent sediment or demolition debris from entering the drainage system. Filter fabric will be inserted into the catch basins just below the grating. All trapping structures will be inspected after every rainstorm and repairs made as necessary.

BMPs will be implemented for dust control, to reduce surface and air movement of dust from exposed soil surfaces, and demolition activities:

- Larger buildings and structures will be demolished incrementally on a section by section or wall by wall basis. Standing walls will act as barriers, which will control air currents and blowing materials.

- Water sprays will be use to control dust migration during active building demolition, crushing and truck loading.

- Where necessary, the site will be sprinkled with water until the surface is wet. Particular attention will be paid to haul roads and other traffic routes as well as the interior of the buildings.

- Contract specifications will require the periodic sweeping of off-site adjacent streets (weekly minimum) to prevent tracked dirt from accumulating.

With implementation of the above mitigation, MassDevelopment finds that all feasible means and measures will be taken to avoid or minimize potential construction impacts of the project.

3.0 Section 61 Conclusion

Therefore, pursuant to M.G.L. c. 30, Section 61, acting in its own capacity and as Managing Member of Hospital Hill Development LLC, MassDevelopment finds that all feasible means and measures are being utilized to avoid or minimize potential damage to the environment by the project.

By: _____

Date: _____

Attachment B

Secretary's Certificate

The Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

IAN A. BOWLES
SECRETARY

July 9, 2008

Tel: (617) 626-1000
Fax: (617) 626-1181
http://www.mass.gov/envir

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME	: The Village at Hospital Hill/Village Hill, Northampton
PROJECT MUNICIPALITY	: Northampton
PROJECT WATERSHED	: Connecticut River
EOEA NUMBER	: 12629
PROJECT PROPONENT	: MassDevelopment & Community Builders
DATE NOTICED IN MONITOR	: June 11, 2008

Pursuant to the Massachusetts Environmental Policy Act (G.L. c.30, ss. 61-62H) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) submitted on this project, and determine that it **does not require** further MEPA review.

The project consisted of the redevelopment of the former Northampton State Hospital (NSH) site into a mixed-use project. The mixed-use project included 207 residential units with 60 to 80 assisted living units and approximately 476,000 square feet (sf) of mixed-use commercial space. Seven historical buildings of the 47 buildings on the former hospital campus were to be renovated for office space and housing, and the remaining buildings were to be demolished. The proponent evaluated the feasibility of preserving and rehabilitating two additional buildings, the North Employees Home and the North Infirmary. It proposed to develop the project in two phases. At full-build, the project was estimated to generate approximately 5,618 new vehicle trips. The project site contains approximately 124 acres. The project required a mandatory EIR with broad scope jurisdiction because of the transfer of state land. It was evaluated under a Special Review Procedure that was created in November of 2001. The Special Review Procedure included a Citizens Advisory Committee (CAC). On November 13, 2003, the Secretary determined that the FEIR was adequate.

This NPC describes the proponent's agreement with the Kollmorgen Corporation to construct a 150,000 sf research & development/manufacturing facility with 450 parking spaces on 11 acres of the South Campus. This 11-acre site had been previously master planned for

236,500 sf of industrial/commercial development with parking for 646 vehicles. The revised Master Plan included three other buildings on the South Campus: the VCA building now under construction, a second light industrial building on Earle Street, and an office/retail building. The proposed Kollmorgen Building will require the removal of three buildings that were previously slated for retention/reuse: Building 48, the Kitchen/Recreational Building, and Buildings 7 and 9, two of the "airplane" or "T" buildings. Buildings 7 and 9 were "contributing resources" to the Northampton State Hospital National Register District, and Building 48 is a "non-contributing resource" to the District. MassDevelopment has diligently sought buyers/developers for these buildings for three years, without success. Their removal will be consistent with the requirements of the July 13, 1995 Memorandum of Agreement (MOA) regarding NSH between the Massachusetts Historical Commission (MHC) and the Division of Capital Planning & Operations.

The proposed change represents a reduction of 150,500 sf of commercial/industrial building space, 1,232 vehicle trips, 275 parking spaces, 9,060 gallons per day (gpd) of water, and 9,060 gpd of wastewater from the Master Plan. No new permits or state financial assistance are required. The proponent has revised the Draft Section 61 Finding for the project to include this change to the project. On May 22, 2008, the Citizens Advisory Committee (CAC) voted unanimously to approve the revised Master Plan, which accommodates the proposed Kollmorgen facility.

Based on a review of the information provided by the proponent, and after consultation with the state permitting agencies, I find that the potential impacts of this project change do not warrant the preparation of a Supplemental EIR and can be addressed through the local and state permitting processes. The proponent's mitigation commitments include: a Transportation Demand Management (TDM) program to reduce trip generation by 35 percent; a Transportation Management Association (TMA) membership is required of all tenants; a transportation monitoring program, and traffic signalization improvements at impacted intersections as described in the Section 61 Findings. No further MEPA review is required for the completion of the Village Hill development, as presented in this NPC.

July 9, 2008
Date

Ian A. Bowles

Comments received:

Mayor of Northampton, 6/18/08
Planning and Development, City of Northampton, 6/19/08

Village Hill Northampton Citizens Advisory Committee, 6/25/08
Wendy Sinton, 6/25/08
Joel Russell, 6/26/08
Harry L. Dodson, 6/26/08
Carol Varsano, 6/26/08
Alicia Ralph, 6/28/08
Mary Costello, 6/28/08
Frances Crowe, 6/28/08
Virginia Sullivan, 6/29/08
David Hersbips, 6/29/08
Mark Roessler, 6/29/08
Alicia Ralph, 6/29/08
Jacquelyn A. Misa, 6/30/08
David Rothstein, 6/30/08
Michael A. Kirby, 6/30/08
Northampton Historical Commission, 7/1/08
MassDEP/WERO, 7/1/08
Joanne Turcotte, 7/1/08
MHC, 7/2/08
Benjamin Spencer, 7/7/08

12629npc2
IAB/WTG/wg

Attachment C

Circulation List

NPC CIRCULATION LIST

Secretary Ian A. Bowles
Executive Office of Energy and
Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Senator Stanley C. Rosenberg
1 Prince Street
Northampton, MA 01060
Attn: Mary Jane Bacon

Representative Peter Kocot
Massachusetts State House
Room 473F
Boston, MA 02133

Department of Environmental Protection
Commissioner's Office
One Winter Street
Boston, MA 02108

DEP/Western Regional Office
Attn: MEPA Coordinator
State House West – 4th floor
436 Dwight Street
Springfield, MA 01103

Massachusetts Historical Commission
The State Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Pioneer Valley Planning Commission
26 Central Street
West Springfield, MA 01089

City of Northampton
Mayor's Office
City Hall, 210 Main Street
Northampton, MA 01060
Attn: The Honorable Clare Higgins

City of Northampton
City Council
City Hall, Room 18
210 Main Street
Northampton, MA 01060

City of Northampton
Department of Public Works
125 Locust Street
Northampton, MA 01060

Northampton State Hospital CAC
c/o The Mayor's Office, Room 12
City Hall, 210 Main Street
Northampton, MA 01060

City of Northampton
Conservation Commission
City Hall, 210 Main Street
Northampton, MA 01060

City of Northampton
Planning Board
City Hall, 210 Main Street
Northampton, MA 01060

City of Northampton
Board of Health
City Hall, 210 Main Street
Northampton, MA 01060

Northampton Historical Commission
City Hall, 210 Main Street
Northampton, MA 01060

Forbes Library
20 West Street
Northampton, MA 01060

Rachel Alves
229 Elm Street, Apt. 3L
Northampton, MA 01060

NPC CIRCULATION LIST (CONTINUED)

Masha and George Bailey
250 South Street
Northampton, MA 01060

Robert M. Belz
167 South Street, Apt. 8B
Northampton, MA 01060

Dennis Bidwell
Bidwell Associates
19 Forbes Avenue
Northampton, MA 01060

Barbara B. Blumenthal
39 Chapel Street
Northampton, MA 01060

Diane Brawn
53 Pencasal Drive
Florence, MA 01062

Linda Butler and Jim Montgomery
74 Grove Avenue
Leeds, MA 01053

Susan Carbin
18 Mulberry Street
Leeds, MA 01053

John Davis
10 East Main Street
Williamsburg, MA 01096

Timothy Diehl and Deborah Charren
155 South Street
Northampton, MA 01060

Tom Douglas
136 West Street
Northampton, MA 01060

Daniel Forland
273 South Street, Apt. 1
Northampton, MA 01060

David Fried and Sonia Oppenheim
55 Glendale Street
Easthampton, MA 01027

Theora Gilliam
134 South Street
Northampton, MA 01060

Edward Hagelstein
171 Nonotuck Street
Florence, MA 01062

Jane Hillman
212 Grove Street
Northampton, MA 01060

Trudy Hooks
7 Shepherd Hollow
Leeds, MA 01053

Janese Horton
Committee to Preserve Building 50
P.O. Box 4653
Traverse City, MI 49685

Eric Randall Kaye
206 South Street
Northampton, MA 01060

Michael A. Kirby
17 Summer Street
Northampton, MA 01060

Sara Kish
19 Langworthy Road
Northampton, MA 01060

Daryl and Jessica LaFleur
244 South Street
Northampton, MA 01060

Ronald Lancour
228 South Street
Northampton, MA 01060

NPC CIRCULATION LIST (CONTINUED)

Fred Lortet
The Minervini Group
1200 W 11th Street
Traverse City, MI 49684

Joe Manning
Flatiron Press
575 Bridge Road, Unit 9-1
Florence, MA 01062

Tris Metcalfe
Metcalf Associates
142 Main Street
Northampton, MA 01060

Raymond Minervini II
The Minervini Group
1200 W 11th Street
Traverse City, MI 49684

Darren Pierce
251 South Street
Northampton, MA 01060

Tom Riddell
College Hall 23
Smith College
Northampton, MA 01063

Mark Roessler
26 Charles Street
Northampton, MA 01060

Gregory Sandler
310 South Street
Northampton, MA 01060

Kermit Simon
Notified via email

Wendy Sinton
124 Willow Street
Florence, MA 01062

Suzanne Beck
Northampton Chamber of Commerce
99 Pleasant Street
Northampton, MA 01060

Mary Jo Stanley
P.O. Box 60563
Florence, MA 01062

Lisa Tennyson
P.O. Box 203
Leeds, MA 01053

June Turcotte
P.O. Box 1065
Northampton, MA 01060

Carol Varsano
29 Stoddard Street
Northampton, MA 01060

Nancy Whittier
361 South Street
Northampton, MA 01060

Christine Yario and Kirk Peterson
12 Roundhill Road
Northampton, MA 01060

Joel Russell
25 Kensington Avenue
Northampton, MA 01060

Harry L. Dodson
Dodson Associates, Ltd.
P.O. Box 160
Ashfield, MA 01330

Alicia Ralph
755 Westhampton Road, Route 66
Florence, MA 01062

Mary Costello
21 Clarke Avenue
Florence, MA 01062

Frances Crowe
3 Langworthy Road
Northampton, MA 01060

Virginia Sullivan
Box 901
Conway, MA 01341

David Herships
22 Warburton Way
Northampton, MA 01060

Jacquelyn A. Misa
95 West Street
Northampton, MA 01060

David Rothstein
416 Florence Road
Florence, MA 01062

Joanne Turcotte, Ph.D. – no address given